Report to Governor John E. Baldacci
On the Pre-Emergency Energy Task Force
Phase One: Immediate Needs

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Executive Summary

The establishment of the Pre-Emergency Energy Task Force (Task Force) and this subsequent report is the result of the Governor's Executive Order dated November 16, 2007 to investigate escalating heating oil and diesel fuel prices. The purpose and duties of the Executive Order are as follows:

1. Undertake the actions specified in the Maine Energy Emergency Plan that shall include, but not be limited to, situation assessment, inter-government communication and coordination, proactive provision of public information, and readiness for emergency communication, sheltering and travel; and

2. Analyze specific steps that can be immediately taken to reduce the deleterious effects of high heating oil and diesel fuel prices on Maine people and businesses and recommend to the governor and Legislature measures to help alleviate the safety risks and burdens these high prices are imposing on Maine people and businesses; and

3. Once preparedness steps and immediate action have been taken, propose specific measures to promote the availability and use of alternative fuels, including biodiesel and ethanol for use as heating and transportation and explore mechanisms for a home energy efficiency program for homes that heat with liquid fuels.

This Phase One report addresses the first two of the three questions and is based on the two meetings of the Task Force held November 29, 2007, and on January 3rd.

The following report lays out a number of detailed findings and recommendations of the Task Force that pertain to the immediate needs as provided by each sub-committee including the emergency management, emergency transportation, emergency housing and shelter, emergency energy infrastructure and markets, emergency communications and emergency intergovernmental relations sub-committees. There will be a phase 2 report that examines the near- and long-term issues. Individual Task Force sub-committee reports are included in the attached Appendices.

There are two main causes for an energy emergency. The first is a supply problem caused by a disruption to the energy supply chain typically by an accident, a storm, or some other one-time unforeseen disaster. The second is when the high cost of energy disrupts customers' ability to purchase fuel.

Due to increases in energy costs, many Mainers are experiencing the second type of energy emergency in which they are finding it harder and harder to afford the fuels they need. Heating and personal transportation costs have increased 100% in the last five years now consuming over 10% of the average Mainer's monthly income, up from just 5% only five years ago.

As an indicator of such trends, the Low Income Home Energy and Assistance Program (LIHEAP) in Maine has processed 43,000 of their 51,000 projected LIHEAP applications for the 2007-2008 heating season to date with only 4,300 denials for assistance due to ineligibility. In fact, it is believed that most LIHEAP recipients have already exhausted their average $579 benefit

Statistics from the Midcoast Community Action Agency reveal that more than 40% of their agency's annual allocation of emergency fuel assistance funds intended to last until March 2008, have already been exhausted. These statistics are troubling and will surely lead to accidents and possibly even deaths when people turn to ovens, appliances and other inappropriate means to try to stay warm this winter.

Making matters worse, Maine has some of the oldest and least energy efficient housing stock in the country and a transportation system dependent on the automobile and trucks to haul freight consisting of roads and highways in mainly rural areas with few alternative transportation choices.

In responding to the first type of energy emergency, where the supply of fuel is hindered or stopped, the state will attempt to resolve shipping bottlenecks and will coordinate and communicate with energy suppliers to locate sources of fuels. The state will also need to provide a basic but reliable public transportation system across the state running transit vehicles along major corridors and potentially supplying the fuel to run the transit system.

Neither biofuels nor ethanol will provide short term relief to either a supply or affordability energy emergency. Barriers to supply, and distribution of biofuels make reliance on these alternative fuels tentative.

The Task Force's overall approach to meeting the second type of energy emergency is three-fold. First, provide an outreach and education campaign giving Mainers the information and tools they need to manage their energy resources more efficiently. Second, depend on a decentralized system of existing government, private sector and neighborhood infrastructures to provide referrals and neighbor-to-neighbor assistance to individuals if and when they reach an acute energy crisis. Third, commence an expansion of energy efficiency policies to help deliver a longer-term solution to minimizing energy costs for Maine consumers.

General Overview

The state must be ready to act as more and more Mainers are unable to afford the fuels that they have counted on in the past to keep them warm in the winter and help transport them where they need to go. The state will educate Mainers to use energy more efficiently by providing the tools for weatherizing, fuel-switching of heating systems and tips on how to stretch a gallon of gasoline or diesel fuel farther through strategies such as carpooling, telecommuting, transit, Go Maine and others.

Due to the energy emergency from rising costs, the acute impacts on individuals continue to increase in the winter of 2007-2008, necessitating a decentralized approach of local assistance. To address these acute needs, the state will undertake a highly visible public education and outreach campaign backed up by an energy web "portal" on Maine.gov, and a 24-hour, 7-day a week emergency "safety net" where any Maine resident can access energy emergency information. The "safety net" can be developed by providing trainings for state, regional and local human service providers in order to provide referrals of local services to citizens.

Due to the high cost of centrally managed shelters and limited state resources the best response is to keep people warm in their own homes. The OEIS should coordinate with MEMA to ensure each community has an energy liaison using the same network and procedures as is the case in other emergencies. And OEIS should work with local officials to persistently highlight the need for each region or community to have an Energy Emergency Plan in place to identify local and regional response infrastructures in order to ready local volunteers to check on and help neighbors at risk if they need fuel or transportation to a warming center.

In addition, the OEIS in conjunction with Maine Housing and other state agencies will continue to advocate for a number of policy changes at the federal level including increased LIHEAP and weatherization funding.

The Maine Emergency Management Agency (MEMA) will approach an energy emergency much the same way they approach any other emergency - through a continuum of crisis development. For an affordability energy emergency, in Stage 1 (potential problem) MEMA will focus on communications and dissemination of information. In Stage 2 (Pre-Crisis) MEMA and the chair of the Pre-Emergency Task Force will focus on working with the media, and County Directors to determine if local assistance or social service organizations require state assistance, and assembling the top-level policy group to address issues. In Stage 3 (full-scale emergency) MEMA will assemble Emergency Response Team. This continuum coincides with the first three phases of Emergency Management: Mitigation, Preparation and Response. The general role of MEMA in any emergency is to coordinate various agencies and resources.

With regard to transportation fuels, the Maine Department of Transportation (MaineDOT) will provide a swift and coordinated response to any type of energy emergency with the goal of minimizing impacts to both consumers and businesses and the environment. In the event of a serious fuel price spike or supply disruption, MaineDOT will make every effort to reduce the economic burden on travelers and industries that rely on diesel fuel to perform transport operations vital to the Maine economy, consistent with environmental laws and policy objectives.

To increase the supply, distribution and the demand for biofuels will require a number of long-term policy changes such as increased research and development, tax incentives, funds for capital investment, and public awareness.

Sub-Committee Findings and Recommendations

A. Fundraising Committee

1. Finding: There is an urgent need to supplement LIHEAP funding.

a. Recommendation: The Task Force will seek funds for the Keep ME Warm fund from individuals, businesses and foundations working in collaboration with the Governor's Task Force, United Way Portland, Eastern Maine United Way, Catholic Charities of Maine and People's Regional Opportunity Program.

b. Recommendation: Allow donors to give to emergency fuel assistance, and/or weatherization programs.

B. Emergency Housing and Shelter Sub-Committee

1. Finding: Currently the state and federal governments are prepared for short-term emergencies with intense responses. An affordability energy emergency is economic and long-term and will need to be addressed accordingly.

a. Recommendation: Develop a flexible, long-term decentralized system of energy emergency response based on communication, local involvement and services, with strong public leadership from the Governor.

Education

3. Finding: Education and outreach is an essential strategy for mitigating the impact of the rising cost of energy on Maine families. By educating Mainers on how to use energy more efficiently and by providing practical tips on weatherizing homes, consumers can make their fuel go further and be warmer in the process. Energy education can help families avoid crisis, conserve valuable resources, and empower Mainers to help themselves.

a. Recommendation: Develop an outreach and education plan that includes the following components:

- Website postings on the Keep ME Warm page that include weatherization tips and how to get help.
- Existing informational brochures including Keep ME Warm, and Energy Conservation – Insulation Facts (Maine State Energy Program).
- Public Service Announcements from the Governor to broadcast on local TV and radio stations across Maine.

- Utility, grocery and drug store inserts for inclusion in utility bills and payroll envelopes developed by the Joint Information Committee Pre-Emergency Energy Task Force.
- Church announcements, newsletters and bulletin inserts developed by the Joint Information Committee Pre-Emergency Energy Task Force.
- Newspaper articles, op-eds and inserts from the Governor's office to newspapers and publications across the state in concert with the Joint Information Committee Pre-Emergency Energy Task Force.
- Informational flyers in Meals on Wheels deliveries, food banks and soup kitchens developed by the Joint Information Committee Pre-Emergency Energy Task Force.
- Use statewide distance learning resources through Maine's higher education network, regional on-site trainings, and webinairs (computer-based seminars).

Response Structure

4. Finding: Local and regional service and community networks already exist and will be used to spread energy-related information to the public.

a. Recommendation: Use existing networks through the Maine Municipal Association, DHHS, state, local and regional offices, Community Action Agencies, food banks, soup kitchens, Area Agencies on Aging, faith-based organizations, community-based organizations and businesses such as libraries, hospitals and senior center to provide energy-related information and assistance.

Ensuring Warmth and Heat Delivery

5. Finding: The best way to respond to a widespread economic energy emergency crisis that could last for months is to keep people warm in their own homes.

a. Recommendation: Identify organizers in each community to head up a Keep ME Warm organizing committee with member representatives such as CAPs, Area Agencies on Aging, charities, faith-based organizations, emergency response and others with volunteers that can deliver heat, food, and warm clothing to people in need . Organizations, emergency response and others with volunteers that can deliver heat, food, and warm clothing to people in need.

b. Recommendation: Continue to prioritize fundraising for the "Keep ME Warm Emergency Fund" where the goal is to provide 5,000 households that do not qualify for LIHEAP (but do fall below 80% of Area Median Income) with emergency heating assistance (typically defined as 100 gallons per family).

c. Recommendation: Each region or community should designate buildings that are open and heated for some hours of the day so that people who are low or out of fuel can get warm. Suggestions include: town halls, churches, hotels, motels,

senior centers, community rooms in multi-family apartment buildings, libraries, stores and other places that sit empty.

d. Recommendation: Communities can contact county emergency management directors to request opening of Red-Cross sponsored warming centers for short periods of time until longer-term community-based warming shelters can be established.

6. Finding: Communities, neighborhoods and neighbors should to be aware of those around them in need of heating assistance.

a. Recommendation: Neighbors will check on neighbors that may be at risk and families need to depend on other family members who have heat in order to stay warm.

b. Recommendation: Community members that have access to seniors and home-bound people such as Meals on Wheels drivers, visiting nurses, and other home health care staff will act as the "eyes and ears" for the community making referrals, providing information and advocating for those in need.

c. Recommendation: Clothing and outdoor recreation stores and charities will donate sleeping bags, blankets, comforters and warm clothes for those in need.

d. Recommendation: Service organizations such as Rotary, Kiwanis, and Elks Clubs should coordinate gathering donated warming clothing at central locations. Donated items could be distributed through social service and faith-based organizations within the community.

7. Finding: The local and regional response infrastructures should be clearly identified and accessible to people of diverse cultures and languages.

a. Recommendation: Including but not limited to the following organizations, groups and agencies in identifying service infrastructure: food banks, CAPs, AAAs, volunteer and professional fire departments, places of worship community emergency response teams, DHHS public health nurses, home health staff, 2-1-1 Maine responders, and Volunteer Maine.

Transportation

8. Finding: Access to transportation in Maine is a significant and ever-present challenge. Maine's rural nature means a sprawled out populace with few transit options.

a. Recommendation: Tap into existing public transit providers to provide access to warming centers and shelters in urban areas while relying on community organizations such as senior centers, veteran's service centers and faith-based organizations in rural areas.

b. Recommendation: Investigate soliciting donations from rental car companies for cars needed to transport people to warming centers using existing volunteer driver networks.

Temporary Housing

9. Finding: Use of the state's 362 emergency shelters (only 8 can be activated and staffed at any one given time without the Red Cross) in energy emergencies is a possible but not probable response to an energy emergency because of its high cost, short-term availability and some designated sites may already be in use, such as schools.

a. Recommendation: Communities should work with the appropriate parties to use vacant hotel and motel rooms and public housing community rooms to temporarily house or keep people warm.

b. Recommendation: Communities should encourage neighbors to invite other neighbors and family members to their homes for brief or extended stays until the individual's heating crisis is resolved.

Safety

10. Finding: Emergency situations increase the risk of people using alternative fuels improperly for heating, resulting in risks for carbon monoxide (CO) poisoning.

a. Recommendation: The Maine CDC in DHHS is in the process of producing a PSA on carbon monoxide poisoning with the Maine Association of Broadcasters, which should be ready for airing in February, 2008.

b. Recommendation: The Maine CDC is in the process of implementing Carbon Monoxide poisoning as a reportable disease, and this is expected to be completed in February, 2008. The Maine CDC will track CO poisoning incidents as a way to monitor the effectiveness of prevention efforts.

D. Emergency Communications Sub-Committee

1. Finding: All Maine residents need access to an emergency "safety net" 24-hours a day, 7-days a week.

a. Recommendation: Consider an appeal directly from the Governor to municipal officials to reach out to volunteer, religious and civic organizations to create a safety net if none exists, and ensure that citizens can access the safety net 24-hours a day.

2. Finding: Response to any emergency can best happen locally. Evidence from 2-1-1 suggests that local emergency resources either do not exist in all municipalities, and/or that points of such contact such as dispatch centers are not aware of local resources.

a. Recommendation: The state will work with local officials to highlight the need for each region or community to have an energy emergency plan in place to identify local and regional response infrastructures in order to ready local volunteers to check on and help neighbors at risk if they need fuel or transportation to a warming center.

b. Recommendation: Request the assistance of Maine Municipal Association to communicate with towns the urgency of having some 24-hour emergency assistance for those in crisis, and ensuring that 24-hour contacts are aware of all energy-related assistance.

3. Finding: The 2-1-1 system does not have current information on all assistance programs, including emergency numbers.

a. Recommendation: Establish a protocol for transferring resource information to the 2-1-1 system. (*Housing sub-committee is currently working with 2-1-1 on this task.)*

4. Finding: All state agencies need access to all available energy and energy emergency-related information.

a. Recommendation: Establish a list serve or other information exchange mechanism to easily exchange information among Task Force agencies. Make a timely request that all task force agencies share information such as assistance programs, safety information, plans, protocols, press releases and essential contact information.

5. Finding: The public at large must be aware of where to get energy-related information in both non-emergency and energy emergency situations. Information will be available on how people can get help, how they can provide help to others and the information must be user-friendly.

a. Recommendation: Continue to make announcements on new program information from the Governor's office.

b. Recommendation: Separate messaging on how people can get help and how others can help - from the messaging on long-term energy policy issues.

c. Recommendation: Create an easily located "portal" on Maine.gov for energy information.

6. Finding: All involved agencies must use all channels of communication to exchange up-to-date information with staff, clients and partner agencies.

a. Recommendation: Add a reminder "early and often" to all appropriate Task Force communication (such as press releases, program information, safety information, etc.), asking that it be forwarded to all clients, staff and operational partners and that incoming information from these contacts be shared as appropriate.

7. Finding: People with limited-English-speaking ability must be aware of how to get or give energy-related assistance.

a. Recommendation: Enlist the assistance of the Office of Multicultural Affairs within (DHHS) in communicating with non-English speakers.

8. Finding: Promotional resources must be leveraged to share information with the public about ways to get help and stay safe, and ways to help others recognizing that all budgets are tight in all Task Force agencies.

b. Recommendation: Continue to look for promotional opportunities that can be leveraged with partners for minimal cost. (For example CMP has offered to include an insert in their January bills – the Housing Subcommittee is working with CMP on wording and to meet their print deadline.)

E. Energy Infrastructure and Markets Sub-Committee

1. Finding: Insufficient information currently exists on Maine's energy supply and distribution infrastructure, especially heating fuel.

a. Recommendation: The OEIS will establish formal channels of communication with the energy industry (local and regional) with detailed contacts by company and fuel type of who to communicate with in the midst of an energy emergency and develop accurate maps and graphics of the existing energy supply and distribution infrastructure.

F. Intergovernmental Relations Sub-Committee

1. Finding: There is a strong need to identify contacts and establish ongoing communication and relationships among different levels of government.

a. Recommendation: OEIS, in conjunction with the Governor's Coalition of Northeastern Governors (CONEG) liaison, will develop local, state, regional, national and international governmental contacts in the case of an energy emergency for clear communication and a swift coordinated response.

G. Emergency Transportation Sub-Committee

Transportation Systems & Transport of Fuels – Motor Carriers

1. Finding: Fuel prices could rise significantly enough to place a burden on motor carrier transporters that threaten to disrupt the flow of goods into and out of the state.

a. Recommendation: Work with other agencies such as the Department of Administrative and Financial Services, law enforcement and the Governor's OEIS to: reduce cash flow burdens on motor carrier transporters, expedite off-road diesel tax refunds, institute a credit card program allowing advance purchase of fuel with later billing for truckers, identify frozen road networks that have bridges able to tolerate gross vehicle weights of 105,000 pounds on six axles and consider temporarily allowing six axle combination trucks registered in Maine to transport this extra weight without penalty contingent upon safety standards.

2. Finding: A major storm or accident could disrupt the distribution of motor and heating fuels into Maine.

a. Recommendation: Work with the Governor's OEIS to establish clear lines of communication between the Governor's office, MaineDOT, MEMA, the Maine Motor Transport Association, Maine Oil Dealers Association, and other fuel suppliers and distributors to assure swift response to potential or actual supply disruptions.

b. Recommendation: Work with the Federal Motor Carrier Safety Administration and the Federal Highway Administration to obtain waivers of federal hours of service rules, if needed, to increase fuel distribution capabilities in an emergency.

Freight Movements – Rail and Ports

3. Finding: Sharp increases in fuel prices that are too steep for businesses either to absorb or pass on to customers could broadly affect whole sectors of the economy, including logging, fishing, long-haul trucking and construction.

a. Recommendation: Work with logistics and fuel distribution companies to make sure bottlenecks are identified and eliminated by using established freight network contacts in sectors that include rail, ports, motor carriers, and pipeline operations.

b. Recommendation: Provide transportation projects that improve delivery times and available supplies.

Passenger Transportation

4. Finding: If heating oil prices exceed the financial resources of elderly and low-income households, the ability of these vulnerable citizens to purchase heating fuel for their homes could be seriously affected, possibly requiring transportation to a heated shelter.

a. Recommendation: Identify and help mobilize local and regional transportation providers capable of providing transportation services – and establish an emergency response system that will be engaged in response to a state or local emergency declaration.

b. Recommendation: Working with MEMA and law enforcement establish protocols for referring vulnerable populations to the appropriate services in the event of a declared emergency by assembling, maintaining and distributing lists of emergency shelters for transportation providers to utilize.

c. Recommendation: Use community transportation to its fullest capacity for evacuations and transportation. Community transportation providers' vehicles are equipped with wheelchair lifts. MEMA has access to the contacts and the number and location of available vehicles.

5. Finding: If gasoline prices climb too high, many people will seek alternative transportation as operating their personal vehicle becomes less affordable. Alternative means of transportation will become necessary for people to commute to work and special needs populations to access medical and other services.

a. Recommendation: Promote through a public information campaign the use of fixed-route, mostly daily transit systems, which currently cover greater Bangor, Lewiston-Auburn and greater Portland.

b. Recommendation: Launch an advertising or other public awareness campaign to promote GoMaine, the state's carpool and vanpool program for commuters.

Supply Disruptions

6. Finding: Systemic shortages or interruptions in basic fuels such as gasoline and diesel could threaten to disrupt freight movements.

a. Recommendation: Communicate with appropriate railroads, energy companies, ship lines, and freight forwarders to locate existing and new sources

of fuels, while using the Office of Freight & Business Services' network of freight company contacts to achieve maximum delivery of fuels to Maine distributors.

7. Finding: Fuel shortages could occur at a specific point but not disrupt overall freight movement.

a. Recommendation: Identify what the need is and where the supplies are to meet those needs and plan to resolve shipping bottlenecks to facilitate delivery of fuel supply to an impacted community.

8. Finding: An accident or storm could disrupt fuel deliveries significantly enough to impact freight movements.

a. Recommendation: MaineDOT will locate alternate modes for trans-shipment options by developing, in cooperation with representatives from the appropriate industry, new routes and/or modes of shipment options.

9. Finding: In the face of disruptions in fuel supplies, Maine will need to deliver a basic, reliable public transportation system across the state.

a. Recommendation: MaineDOT will commission a transit service design to be used in emergencies that run transit vehicles along major corridors that travelers could feed into, and evaluate travel data from the U.S. Census Bureau to determine travel patterns.

b. Recommendation: Fuel public transit business to ensure they are able to operate in an emergency with transit buses receiving fuel from public supplies based on priorities, with MaineDOT establishing agreements and protocols for such a process.

10. Finding: MaineDOT currently has storage capacity for 530,000 gallons of diesel fuel and 72,000 gallons of gasoline. Because of contractual issues with suppliers, MaineDOT is at 47% capacity for diesel and 45% capacity for gas. If fuel prices exceed $4.00 it is unlikely that MaineDOT would have the financial resources to raise existing storage supplies beyond 50% of available storage capacity.

a. Recommendation: Secure additional resources to bring diesel and gasoline stocks to full capacity in case a supply energy emergency strikes.

11. Finding: Due to the high cost of storage and exposure to market fluctuations, Maine currently has a "just in time for delivery" of a 5-day supply of heating oil at any given time.

a. Recommendation: OEIS will maintain close communication with all Maine primary and secondary storage facilities' operators to identify any possible supply restrictions or disruptions.

H. Emergency Management Sub-Committee

1. Finding: In the first stage of an energy emergency (potential problem) there will be indicators that prices or supply have the potential to impact the state in ways that may be beyond the state's capability to eliminate.

> **a. Recommendation:** Initiate discussions, review and disseminate information with MEMA County Directors and Maine Oil Dealers to ensure they are aware of potential situations regarding existing resources at the local and state level to address situations, including type of support that is available and contact information.

2. Finding: In the second stage of an energy emergency (pre-crisis) there will be individuals and businesses that cannot absorb the economic impacts without severely negative effects and will be looking for assistance.

> **a. Recommendation:** Work with media to heighten community awareness, provide guidance regarding steps that can be taken at the citizen and community levels and designate and announce a donations management agency.
>
> **b. Recommendation:** Have MEMA County Directors keep MEMA apprised of local developments and initiatives and determine if local assistance or social service organizations require assistance that might be available from state resources.

3. Finding: In the third state of an energy emergency (full-scale emergency) large numbers of citizens are in need of assistance, businesses are close to closing or have begun to close, and widespread disruptions to the normal order of society.

> **a. Recommendation**: Prepare Governor's Emergency Declaration, activate State EOC with MEMA staff and necessary ERT personnel, provide support to Policy Group when convened at MEMA, and establish a Joint Information Center for coordinated release of public information.
>
> **b. Recommendation:** Designate 2-1-1 as the single reference point for calls from the public, open temporary warming shelters until community warming shelters can be established and review shelter capacities to designate facilities that could best expand warming shelter capacity if primary function of the facility is suspended.
>
> **c. Recommendation**: Establish reporting procedures to maintain and map current impact statistics and identify any requirements that cannot be met at the County or

local level, work with ERT members to determine what state resources can be made available to assist meeting requirements of counties and local communities.

4. Finding: Insufficient information on energy and potential energy emergencies is communicated to municipalities.

b. Recommendation: All existing MEMA regional and community coordinators will work with OEIS to enhance communication on all energy related emergencies.

5. Finding: There is a lack of emergency preparation for an energy emergency at the regional and municipal level.

a. Recommendation: OEIS in conjunction with MEMA will work with regional, municipalities and local MEMA coordinators to establish energy emergency plans in preparation for an energy emergency at the local level.

I. Biofuels and Energy Efficiency Measures

1. Finding: Biofuels are not a short-term solution to countering a supply energy emergency.

a. Recommendation: Continue the existing legislative process to examine policies aimed at increasing supply, distribution and demand of biofuels.

b. Recommendation: Pursue specific policies such as exempting alternative fuels from exclusivity contracts, reinstating an excise tax break, requiring MaineDOT to use B20, enacting a renewable fuels standard and others to create a long-term market dynamic where biofuels will be a significant part of the fuel mix in Maine for both heating oil and transportation.

c. Recommendation: Fund and encourage public-private partnerships to contribute to the research and development of bringing more biofuels to market in Maine.

2. Finding: It is not logistically possible at this time to increase delivery of ethanol into the state to counter a supply energy emergency, or to alleviate prices an affordability emergency.

a. Recommendation: Continue to have the Department of Environmental Protection work with gasoline suppliers to ensure there are no impediments to use of gasoline blended with ethanol in Maine and specifically to enhance the usage of this product through current distribution channels to the southern part of the state.

3. Finding: Maine's housing stock is old, inefficient and predominantly relies on heating oil for space heating, and if Maine households burned 10% fewer fossil fuels per year, it would put $350 million into the Maine economy and would create 3,700 new jobs.

a. Recommendation: Conduct a study in Maine like the one Vermont completed in 2007 that quantifies potential energy efficiency savings for heating oil.

b. Recommendation: Implement an aggressive state-wide energy efficiency program for the residential sector with a priority on reducing home heating oil use that would ensure that energy efficiency and weatherization programs are available to all Maine consumers whether they use home heating oil or propane or kerosene or natural gas.

Conclusion

Maine is currently experiencing an affordability energy emergency caused from the high price of fossil fuels we use to heat our homes and fuel our cars - and it is likely to continue far into the future. An urgent decentralized response, working in partnership with local communities, energy liaisons, service providers and neighborhoods is needed. Public education and outreach is key to this partnership providing user-friendly, energy-related information and assistance that must be available to the public 24-hours a day. The focus will be a system of local services and neighbor-helping-neighbor in order to keep people warm in their own homes.

A planned response is also needed to counter a potential fuel supply energy emergency. Under this scenario, the state will be in contact with a broad array of suppliers and distributors in order to secure additional fuels as soon as possible. In the long term, the state should focus on increasing the amount of biodiesel and ethanol coming into the state as alternatives to traditional fuels. Maine will also be ready to deliver a basic, reliable public transportation system across the state until the supply energy emergency ends.